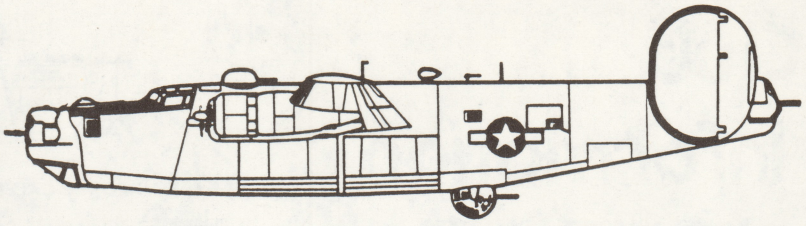
YANKEE AIR FORCE



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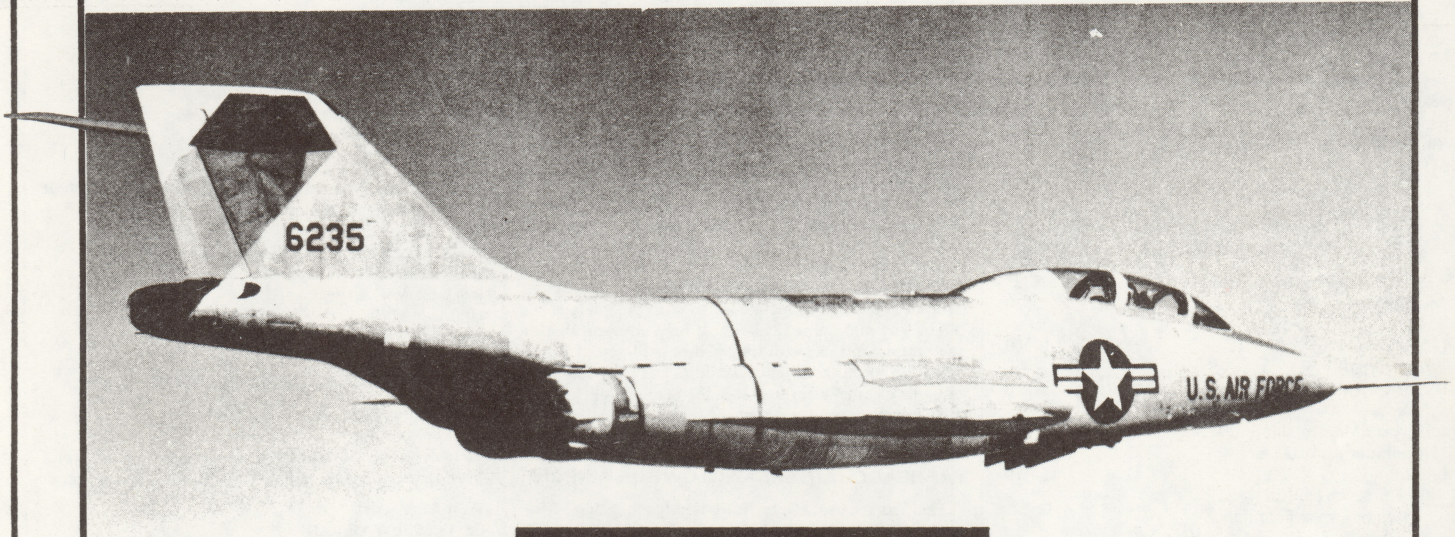
Vol. 2, No. 11 November, 1983

HANGAR TALK
TAIL SPINS
HENRY PARTIN'S NAVION
MICHIGAN AVIAION HISTORY
PLANE SEARCH IN GREENLAND
PLANE PORTRAITS
YAF HANGAR HISTORY



SPECIFICATIONS

Span: 39′8″; length, 67′5″; height, 18′0″

Weight: 51,921 lbs. maximum

Armament: Two Air-2A Genie rockets and two GAR-1D or GAR-2A guided missiles

Engines: Two Pratt & Whitney J57s of 16,900 lbs. thrust each with afterburner

Cost: $1,819,000

PERFORMANCE

Maximum speed: 1,095 mph.

Cruising speed: 545 mph.

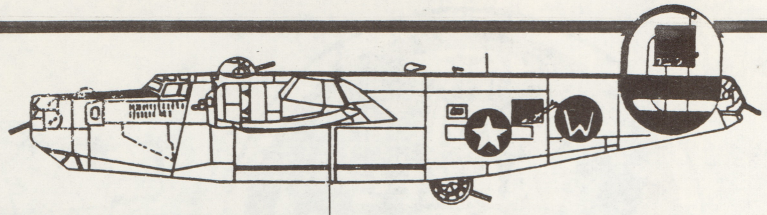
Range: 800 miles

Service ceiling: 52,400 feet

McDONNELL F-101B "VOODOO"

YANKEE AIR FORCE

Club Information



YANKEE AIR FORCE NEWSLETTER

The official publication of the Yankee Air Force Inc.

Published monthly for the Yankee Air Force Hangar 2041, A Street, Willow Run Airport, P.O. Box 1100, Ypsilanti, Michigan 48197. Yankee Air Force Inc. is a non-profit corporation organized under the laws of the State of Michigan, and exempt from taxation under IRS Codes Section 501 (C) (3). All copy and advertisements must reach the above address by the 15th of the month, for publication in the following newsletter.

Editor ..... John W. Syler IV
Calendar ..... Stan Reich
Hangar Talk ..... Frank Modlinski
Aircraft Reports ..... Jim Hanford
Photographs ..... Jim Walters
Publication Advisor ..... Dennis Norton

Limited space available for advertisements: Rates; 1" ad, $15.00 per issue or $165.00 in advance for a full year. 2" ad, $25.00 per issue or $275.00 in advance for a full year. Subscriptions available for $6.00 U.S. currency per year mailed within the United States and Canada. $9.00 per year mailed outside the U.S. and Canada. Write Yankee Air Force Newsletter, P.O. Box 1100, Ypsilanti, MI 48197.

YANKEE AIR FORCE MEMBERSHIPS

Annual Membership ..... $ 25
Annual Membership - Spouse 10
Life Membership - (individual) 500
Senior Life Membership (over 60) 250
Corporate Membership - Minimum Annual Dues 500
Initiation Fee (one time fee paid by each new member upon joining) 10

Renewals must be received within 30 days after expiration, or member must renew as a new member with initiator fee.

WILLOW RUN COMMITTE CHAIRPERSONS

Aircraft Procurement ..... Dan Miller, 291-3431
Bookeeper ..... Barb Sutton, 533-7237
C-47 Commander ..... Elmer Spencer, 485-8900
Finance ..... Nancy Lockwood, 482-4120
Fire Marshall ..... Bill Walter, 941-4073
Fund Raising .....
F-86D Commander ..... Scott Vetter, 721-3711
Hangar ..... Frank Modlinski, 427-5409
Hangar Rentals ..... T.J. Wilkins, 525-2616
Librarian ..... Barbara Cook, 769-2432
Maintenance Chief ..... Ron Haviland, 836-3752
Museum/Historian ..... Phil Lundy, 644-9171
YAF News Ads .....
Pilot Certification ..... Mike LaPine, 485-7931
Photography ..... Jim Walters, 481-0320
RF 84K Commander ..... Mike Willmann, 661-0440
Social Events ..... Pat Wilkins, 525-2616
Social Events ..... Audrey Ray, 729-0139
Supplies ..... Barb Sutton, 533-7237
YAF News Editor ..... Phil Syler, 572-1779
Retail Sales ..... Terry Emery, 421-1769
Publicity ..... Susan Sullivan
Ramp Crew Chief ..... Rich Carpenter

YANKEE AIRFORCE CALENDAR

It is becoming necessary to advance the deadline for the Newsletter and the Calendar. Therefore the accuracy of items appearing in the calendar cannot be guaranteed. If you plan to attend any particular meeting, please check with the chairperson to confirm the time and place.

Calendar deadlines are the same as the Newsletter deadlines. It is the responsibility of each Division to get calendar info to me by that deadline if you wish it included in the calendar.

HANGAR AND ROOM RENTALS

The Yankee Air Force Hangar is available for aircraft rentals and room rentals. If you are a member and own an aircraft which is a military aircraft or you own a civilian aircraft which is at least 30 years old, you may wish to rent space for your plane in the YAF Hangar. Rents help fund the restoration and operation of the Hangar. Contact T.J. Wilkins, 525-2616.

MEETING ROOM RENTALS

Rooms are now available in the Hangar for rental to other groups. The cost is $1.00 per person with a minimum of $25.00. A group must have a member who is also a member of the YAF, and someone with a key must be present. Each application must be made to the Willow Run Division Board of Directors at least 45 days prior to the requested meeting night. The Board will then approve or deny the use of the room based on any conflict with YAF activities, conflict with lease agreements or activities or groups deemed to be in conflict with the goals of the YAF. The minimum $25.00 must be paid upon signing the rental contract, with the balance paid within 7 days after the meeting. Kitchen facilities may be used, but must be cleaned after use. It is the responsibility of the YAF member to insure that security is maintained and rooms are cleaned up afterwards.

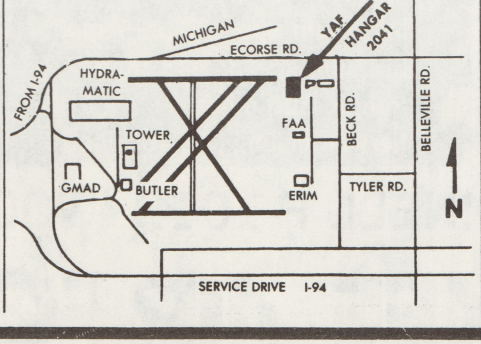
YAF HEADQUARTERS - WILLOW RUN AIRPORT

The Yankee Air Force National Headquarters, Museum, Hangar and Flight Line is located at historic Willow Run Airport, in Ypsilanti, Michigan. Willow Run was built in 1941 by the U.S. Army to be the air base for Ford Motor Companys B-24 bomber plant, located on the west side of the field. The airport was owned by the University of Michigan until the mid 1970s and is now owned and operated by the Wayne County Road Commission which strongly supports our efforts to preserve a part of the history of Willow Run and Southeastern Michigan, as well as historical aviation in general.

To drive to Headquarters from the East or South, exit from I-94 at Belleville Rd., drive North to Tyler Rd. (about 1 mile), turn left on Tyler, then turn right on Beck and proceed to the Airport entrance on Beck Rd. From the West or North, follow Ecorse to Beck Rd., turn South on Beck and proceed to the Airport entrance. The YAF is located in the Northernmost hangar on the east ramp.

Headquarters is always opens to all members who wish to visit or participate in restoration projects.

YAF HEADQUARTERS — WILLOW RUN AIRPORT



YANKEE AIR FORCE DIVISIONS

Willow Run, YAF First Division
Hangar 2041 (A Street)
Willow Run Airport (east side)
P.O. Box 1100
Ypsilanti, MI 48197
313-483-4030

Meetings 1st Wednesday of each month, 7:30 - YAF Hangar. All Divisions are encouraged to participate in the meetings at Willow Run and to be a part of the activities at National Headquarters.

Northeast, YAF Second Division
Essex County Airport
125 Passaic Ave.
Fairfield, N.J. 07006
201-575-9621

Meetings 1st Wed. of each month, 7:30, 2nd floor, Essex County Improvement Authority Building.

Mid-Michigan, YAF Third Division
Flint Bishop Airport
G-3101 West Bristol Road
Flint, MI 48507

Meetings 2nd Wednesday of each month, 7:00, Skybolt Aviation Hangar, Bishop.

WI/IL State Line, YAF Fourth Div.
Blackhawk Airways Hangar
Rock County Airport
Highway 51 S.
Janesville, WI 53545

YAF AREA REPRESENTATIVES

Area Representatives have been selected to represent the Yankee Air Force in a particular area. Their purpose is to try to develope the publicity and interest in that area for a YAF Division. Please call them if you wish to participate.

West Michigan
Ed Teliczan YAF #231
P.O. Box 428
Baldwin, MI 49304
616-898-2387

Boston, Mass.
Rusty Restuccia YAF #345
100 Willard St.
Quincy, Mass. 02168
617-479-4678

Sioux City, Iowa
Don Keller
3305 Chalet Ct.
Sioux City, Iowa 51106
712-276-3847

Southern Illinois
Ray Teliczan Sr.
1313 Lincoln St.
Mascoutah, ILL 62258

If you have the interest in working to start a Division of the Yankee Air Force in your area, and are willing to be an Area Representative send your request to the Yankee Air Force at the Willow Run address or call Geoff Gerling, 881-7842.

DON'T FORGET TO GET YOUR YAF FLIGHT PAY LOGBOOKS FILLED OUT FOR ALL PARTICIPATION IN YAF ACTIVITIES

EDITORIALLY SPEAKING

by John W. Syler, IV, Editor

As the editor of this publication, I can attest to the warning that Dennis Norton gave me when I assumed the position of editor of the Yankee Air Force News, that that position requires a great deal of time. Indeed it does and since the YAF News is rather under staffed, when the editor is ill, the publication suffers. Having just reached the good side of pneumonia and due to our not having an assistant editor, I must apologize to the membership for the tardiness of the October and November issues. We also incurred some technical difficulties, in that due to personal problems, we've lost our excellent typesetter, Mrs. Debby Smith. As the editor of the YAF News, I'd like to take this opportunity to thank Mrs. Smith for the excellent work she has done for this publication; your typesetting skills were outstanding and we deeply appreciate the dedication to turn out the high quality typesetting you gave to our organization. Best wishes to you, from all the officers and members of the Yankee Air Force.

Should the membership be rather confused about what may seem to be a plethora of names being used by your editor, be advised that on October 27, I legally, (via the Probate Court of Washtenaw County) changed my name from Philip R. Syler, to that of my late father, John W. Syler.

Also, to further confuse you, I would like to tell you some facts concerning the story appearing on the back cover of the October issue: ''Early Fright,'' first of all, the entire article is a put-on; made up out of whole cloth. I will now give you the translation of all the German words in the story: ''Fliegen Kartoffel,'' **flying potato; Baron Schlammig Kornfeld, Barren Muddy Cornfield Prussian** Peter Pfanne; Colonel Peter Pan; castle Leeren Geist: empty mind. I hope the readers will not be offended by my treat-TEASE and of course, your comments are welcome on this attempt of mine to inject a little good natured humor into our publication.

YAF HEADQUARTERS COMMITTEES REFORMING

Committees for the 1984 year will be appointed at the January Board meeting. **Anyone wishing to be a committee chairman** or squadron commander should submit a written request to Dennis Norton or Audrey Ray no later than the January General Membership meeting. Current committee chairpersons and squadron commanders must reapply if you wish to be reappointed. Term of office is one, (1) **year. Applicants written requests should** include: name; address; phone; YAF No.; committee requested; whether you are applying to chair the committee or work on it; if you have worked on the committee in the past; what you accomplished; if you haven't worked on this committee in the **past, list qualifications and your ideas for** it. Remember, if you volunteer to head a committee or work on one, you'll be expected to donate enough time to YAF, to do your job for the 1984 years. Please volunteer only if you have the time to do it. Headquarters committees are open to all members regardless of divisional affiliation. These committees are the life of the YAF and your participation is the most valuable think you can do.

Committees are: Aircraft Procurement; Aircraft Recovery Team; Bookkeeping; Finance; Security; Fire Marshal; Chief Pilot; Flight Operations; Ramp Crew; Fund Raising; Hospitality/Social; Hangar Restoration; Electrician; Plumbing; Heating; Museum Restoration; Librarian; YAF Historian) Museum Director; Maintenance Chief; C-47 Crew Chief; C-47 Maintenance Crew; Squadron Commanders & Crew for RF-84K, F-86D, RF-101, B-52D, T-33 & C47; YAF News Editor & Staff; Photography; Supplies; Retail Sales; Publicity; Museum Guides; Hangar Operations; Airshow.

BOEING B-52 STRATOFORTRESS

UNCLASSIFIED

USAF Museum WPAFB OH//CC//
AF WASH DC//PRPRC//
HQ SAC OFFUTT AFB NE//GM//LGMS//
INFO DIR MAT MGMT TINKER AFB OK//MMHP//
7BMW CARSWELL AFB TX//MA//DO
19AD CARSWELL AFB TX//
ZEN USAF MUSEUM WPAFB OH//DM-X
ZEN HQ AFLC WPAFB OH//LOC/TGWA-3//
ZEN YANKEE AIR FORCE MUSEUM, INC. YPSILANTI, MI
UNCLAS
SUBJ: B-52D FOR CIVILIAN MUSEUM

1. Based on the most recent and accurate estimates of costs provided by AFLC/LOC, only one requirement for display B-52D remains. The Yankee Air Force of Ypsilanti, Michigan has committed sufficient funds to meet requirements.

2. To avoid the costs of travel and transportation of age, they have obtained a commitment from the ANG for C-130 airlift. This plus other economies of billeting, equipment rental, or loan of age appear to bring the total cost to or below the $25,000 figure, which they can assume.

3. Based on this situation, request the B-52D held at Carswell AFB for Civilian Museum use be directed to the USAF Museum for loan to the Yankee Air Force. The YAF requests at least a week advance notice for the delivery. The USAF Museum will continue to participate in the details of the action, but direct coordination is encouraged as needed with the YAF POC Mr. Dennis Norton 313-434-0020.

4. The YAF is aware that the team to DEARM/SAFE/REMOVE save list items may not be immediately available, and understands that they must assume responsibility for the security and safety of the aircraft until the team completes their task.

5. When the CLSS schedule is formed, the YAF will coordinate ANG airlift to suit. With proper coordination, it is felt that a satisfactory arrangement can be achieved that will avoid almost $40,000 of the projected $65,000 cost.

6. The patience and cooperation of all concerned is greatly appreciated by the USAF Museum and the YAF.

Hangar Talk

As cool breezes and Autumn weather approaches, our Founder's Day was a huge success. General Motors Corp. was celebrating their 75th Anniversary along with Hydra-Matic Division, located at Willow Run Airport. Hydra-Matic invited the Yankee Air Force to participate in their Open House Celebration.

Larry Silver and I with our display booth passed out YAF literature, displayed photos, plus showing the film clip: "The Willow Run Story"; on how the Bomber Plant, (now Hydra-Matic) was built and produced over 8,600 famous B-24 Bombers in 3½ years.

Hydra-Matic also provided tour buses from their plant to our hangar and musuem for two of the three days of their Celebration. Estimated crowd was over 4,000 people attending Y.A.F. Founder's Day Firday and Saturday. Great, just great!

AIRMAN OF THE YEAR AWARD

Harry Terpstra, National Board President, presented the Airman of The Year Award to Dr. Herbert O. Fisher from New Jersey. Dennis Norton, Willow Run Division President, presented the WR Division Airman of The Year Award to Mr. Nicholas Birta from Hastings, Michigan.

Fred Lockwood, Y.A.F. Chief Mechanic, christened our C-47, right on the nose with a bottle of champagne, dedicating the official naming of the aircraft: "Yankee Doodle Dandy." After the big break and splash, everyone held their breath, Fred felt the nose and said: "no dents!"; everyone laughed and applauded.

One thing the members of YAF go for is a Dinner/Dance with a big band, in our 1942 hangar. With plenty of food and drink, everyone had a great time dancing and meeting friends. Music was provided by Al Townsend and the Ambassadores; a 17 piece band, featuring vocalist Doug Kerr. The band was placed under the nose of the C-47 to give them a special background.

It sure was a lot of fun, but I'd like to know who was that "masked man" playing the keyboards on stage with Dennis, 'til 3:30 a.m.?

Our Chairman for this Founder's Day event, Bill Ray and his supporting committee members deserve a great round of applause for their great effort. Thanks again, guys and dolls, from all of us.

More aircraft parts from the F-101 "Voo-Doo" jet fighter are tricklin' in to our hangar each weekend. Dan Miller says it's a big job to take this huge, heavy fighter apart, load it properly for the trip back home. Hopefully, 2 or 3 more weeks and it will be at the hangar. (Editor's note: The "Voo-Doo" arrived at the hangar on Oct. 22/23.)

Next time you visit our hangar, you'll have to walk the "yellow rope", as the hangar is jammed with 15 aircraft, including our C-47; all stored for the winter, with an additional two aircraft on the way! Whew!

Hottest news, as of this writing, the Yankee Air Force, Willow Run, has an honest shot in obtaining a B-52 Bomber from the USAF base at Ft. Worth, Texas. Everyone has their fingers crossed on the outcome. More update on the B-52 next month. (Editor's note: The B-52 arrived at our hangar on October 26, 1983.)

RF-84K THUNDERFLASH

The RF-84K is now in the hangar, undergoing restoration. We request that, for everyone's safety, only those members authorized to work on the aircraft, be inside the ropes.

We are also reviving the squadron patch design contest. There will be two patches picked; one for squadron members and one for sale to the general public. Patch designs can be either 3 inch round or Air Force shield style and must include the aircraft designation and "Yankee Air Force". Entires should be in to me by the December 7th General Membership meeting. The winning designs will be presented in January, with the winners receiving a plaque and an honorary Squadron membership.

Mike Willmann,
RF-84K Squadron Commander

YAF PROJECTS IN NEED OF HELP

Construction of sidewalks and pads for outdoor static aircraft displays; repaving of North and South ramps; clean and seal the hangar bay floor; restoration of T-28 engine; someone to make display stands for 4-5 aircraft engines; rebuild the lathe; we need someone to work on restoring a number of APU's; the retail trailer needs work, changing the axle and wheels.

YAF SHOW CAR RESTORATION

We need someone to head up a restoration of the 1960 Lincoln Continental, which was donated to us by Bob Byrne. This car is a convertible, and is in good general condition. We'd like to restore it completely and use it as a show car for parades and airshows. Anyone interested in helping please call T.J. Wilkins or Dennis Norton.

B-52D STRATOFORTRESS ARRIVES AT WILLOW RUN

A huge B-42D Stratofortress from the Strategic Air Command at Carswell Air Force Base landed at Willow Run and shut down at the Yankee Air Force Hangar for the last time in her long Life. B-52D, No. was officially retired from the U.S. Air Force on Oct 26, and turned over to the YAF for display. A huge crowd was on hand to witness the landing of this huge bomber, which for so many years was the front line heavy bomber, carrying the war to the enemy. It is somewhat sad to realize that this huge aircraft will never fly again and many of us seeing this great aircraft land for the last time were very touched at the meaning of this landing for this great war bird. We can, however, take pride in the knowledge that this plane has been permanently saved from the scrap heap and was to become a permanent display at Willow Run. The sight of her landing at Willow Run, (the first and probably the last time a B-52 will never land here) was something to see. We've been working on this for a long time. It started with the efforts of Dennis Norton to acquire the B-52B at the Air Force Museum about one year ago. The problem was that Air Force regulations prohibit air delivery to civilian museums. A B-52 is too big to haul on a truck, so the request was left with the Air Force Museum, with little hope of getting one.

In August of 1983, Col. Upstrom called Dennis and informed us that a B-52 was being retired and could be flown to Willow Run, if we could raise the necessary funds. After two months of negotiations and planning, a 45 minute phone conversation October 13 between Col. Upstrom and Dennis Norton ironed out the details. We would have to provide transportation, lodging and equipment for a demilitarizing crew at Willow Run. Dennis called T.J. Wilkins, who, within two hours had arranged for C-130s from the Air National Guard to donate the needed transportation. Rich Carpenter, B-52 Squadron Commander, received the next call and began lining up the manpower and equipment. TJ got the needed approvals from the airport and our B-52 came in. It will be setting on the ramp for the next meeting or so until it is demilitarized and the display pads are put in for its permanent display, just north of the hangar.

This aircraft will be the **only** B-52 outside of the military, on display anywhere in the United States. The only other B-52 at a civilian museum is in England, so we can be proud that the Yankee Air Force was selected to receive this great aircraft. Thanks to Col. Upstrom and the Air Force Museum for all the hard work.

DR. HERBERT O. FISHER, VETERAN ENGINEERING TEST PILOT, RECEIVES YANKEE AIR FORCE "NATIONAL MAN OF THE YEAR" AWARD

Dr. Herbert O. Fisher of Smoke Rise, New Jersey, former Chief Engineering Test Pilot for the Airplane and Propeller Divisions of the Curtiss-Wright Corporation in Buffalo, New York and Caldwell, New Jersey, received the Yankee Air Force National Man of the Year Award. This was presented to Dr. Fisher at the 2nd Annual Founder's Day celebration by Dennis Norton, President, at the Yankee Air Force Headquarters in Ypsilanti, Michigan on Saturday, September 24, 1983.

Dr. Fisher was honored for his significant contributions toward the advancement of aviation and his dedication to the preservation of all aeronautical history. Fisher has been in the aviation industry for the past 55 years and as a veteran test pilot has 19,351 hours without an accident or a violation. His aviation career includes: Director of Aeronautics for the Indianapolis Chamber of Commerce, chief engineering test pilot for the airplane and propeller divisions of the Curtiss-Wright Corp. in Buffalo, N.Y. and Caldwell, N.J. and aviation executive of the Port Authority of NY/NJ which operates John F. Kennedy, LaGuardia, Newark and Teterboro airports. During WW II, as a Curtiss test pilot, he flew 96 missions across the Himalayan mountains in Curtiss C-46 transports and as a civilian made a number of combat missions in the China-Burma--India theatre of war in Curtiss P-40 fighter aircraft.

Utilizing a P-47, he made 100 high mach number precision dives from 38,000 feet at speeds from 500 to 590 miles per hour evaluating a series of experimental transonic and supersonic type propellers. He also conducted a program of reversing all four propellers simultaneously in flight on a Douglas C-54 transport, acquiring extremely high sink rates up to 15,000 feet per minute in 4 seconds after reversal. He directed a program of zero lift descents from 20,000 feet for vertical dive bombing directly on a target, utilizing a Grumman F8F Bearcat, using a reversing propeller as a dive brake. Rates of descents vertically reached 30,000 to 35,000 feet per minute from 25,000' altitude by Fisher.

Dr. Fisher has a Doctorate of Aeronautical Science and has been an active flyer for over 50 years and has been president or an officer of many aviation organizations and has received numerous national awards and honors during his long aviation career. The Yankee Air Force is a national organization dedicated to the restoration and preservation of WWII aircraft. Through its four divisions, the Yankee Air Force goal is to promote aviation by preserving this important part of our aviation history and American heritage.

The Northeast Division of the Yankee Air Force, based at Essex County Airport in Fairfield, N.J., was instrumental in citing Dr. Fisher's accomplishments. In July, the Northeast Division "Hall of Fame" Award was presented by Lee Herron, President, to Dr. Fisher. That same month, Yankee Air Force Headquarters Division selected Dr. Fisher for the National Award.

He and his wife, Emily, reside at 628 Mountain Road, Smoke Rise, Kinnelon, New Jersey 07405 - Tel. (201) 838-2040. Their 35 year old son, Herb, Jr., holds a degree in Aviation Management and is V.P. and General Manager of Express Valet Parking Corp., Inc. with headquarters adjacent to the largest commercial airport in the U.S., Dallas/Fort Worth International Airport.

A HISTORY OF WILLOW RUN AND THE YANKEE AIR FORCE HANGAR

The hangar building that now houses the Yankee Air Force Museum was built in 1941 for the United States Army Air Corps. It was the main school building for five adjacent buildings. The adjacent buildings taught electrical wiring, hydraulics, props, engines and cable rigging of the airplanes. This main building had 62 rooms in it. It could store two B-24 Liberator Bombers. These planes were built by the Ford Motor Company at Willow Run and by Consolidated Aircraft in Los Angeles, California. The Army Air Corps maintenance personnel that graduated from this building numbered over 8,000.

This building, following the war, became the property of Kaiser-Frazer Motor Car Company, who also kept his personal airplanes and the high powered Allison Engine speed boats here. Kaiser-Frazer Co. also built C-119 "Flying Boxcar" Cargo planes here, in addition to their automobiles, on parallel assembly lines in the building which is now the Hydramatic Transmission Plant of General Motors.

Willow Run airport was owned by the University of Michigan after World War II and maintained it until just a few years ago. It was sold to Wayne County Road Commission, its present owners.

It was in the mid-60s when the commercial airlines moved to Wayne County (Metro) Airport, from Willow Run.

The University of Michigan developed the laser beam, which is so popular throughout the world today, at the Northeast end of this very building. This was known at that time as the Environmental Control Research Institute.

The Yankee Air Force Museum is the new resident of this building. We have over 1,500 members throughout the world, including Australia, Canada and England.

The Yankee Air Force Museum consists of the hangar bay in which are displayed historic military and civilian aircraft. Rooms upstairs include memorabilia of World War I and World War II, a library, a plastic model display and a Theatre. On display are items donated by members and friends. In the World War I room, we have a wall mural painted in oils by Jack Stankrauff, a member of the Yankee Air Force. In one of the aircraft on display in the hangar, is the largest radial engine that was built in World War II, that of the "Skyraider."

Our own C-47 is of the same vintage that flew the Burma Hump in World War II. It also pulled two Waco Gliders that had a one way ticket from England to France on D-Day. This airplaine was considered one of the most durable all purpose aircraft ever to see service and has been in service longer than any other aircraft, being in service since its inception in 1935, (our C-47 was built in 1944). It was used extensively by parachutists over Europe and in the Pacific Theatre of Operations in the Second World War.

The BT-13, AT-6 and the Fairchilds which are on display were used as training planes during WWII.

The red, white and blue biplane on display is a French Air Force trainer built in 1953 and is owned by our YAF President.

The Yankee Air Force currently has fifteen aircraft on display in our hangar. Some aircraft are still undergoing restoration, while others have either been restored or maintained in first class condition by their various owners. We invite you to come to the museum for a tour. We can guarantee you won't be bored!

This article was compiled by Yankee Air Force member Russ Kenyon.

HENRY PARTIN'S NAVION

Even while the end of World War II was many bitter months away, speculation was growing among aviation enthusiasts about the role of general aviation in the post-war period. Such speculation was not only widespread, but also quite varied. Although there were numerous predictions of "a plane in every family", some thought it would be a two-place aircraft, such as were popular before the war. Others felt the post-war businessman would commute in a personal helicopter, or in a "flying automobile" design. Still others saw a demand for a four-place family aircraft, to enable a group of four plus baggage to fly somewhere and stay a while.

When some surveys indicated a growing market for the four-place family plane, it was generally agreed that existing lightplane designs would be stretched by the old-line manufacturers to accommodate four persons, while major airframe producers concentrated on bigger game. Enter North American Aviation, Inc. of Inglewood, California. With the surrender of Japan, NAA faced a major realignment toward a peacetime economy. Contracts for the AT-6, B-25, C-82, and P-80 were terminated. Operations at the Kansas City and Dallas plants were relocated to the West Coast plant, where P-51 production was superceded in November 1945 by the P-82 (Twin Mustang). At the same time, and in a complete reversal of corporate policy to build only military aircraft, NAA conceived and designed the N.A. 145 Navion, a four-place all-metal cabin monoplane.

Externally the Navion's lines indicate its ancestry. The 33 ft. 5 in. span wing is identical, except dimensionally, to that employed in the N.A. 35 pre-war primary trainer. The mass-balanced ailerons and hydraulic flaps are metal covered and externally hinged. The lines of the P-51 Mustang are evident in the tail assembly, as well as in the metal canopy, which slides aft for entrance and exit. One rear and four side windows in the canopy provide the occupants with visibility comparable to the family automobile.

The tricycle landing gear retracts hydraulically, but extends and locks in three seconds by a combined gravity and bungee action. The two main wheels have hydraulic brakes, and retract into wells in the wings. The nosewheel is steerable through 90 degrees, operated by the rudder pedals. The Continental air-cooled fuel injection engine turns a 7 ft. 6 in. Hartzell or Aeromatic two-bladed variable pitch propeller.

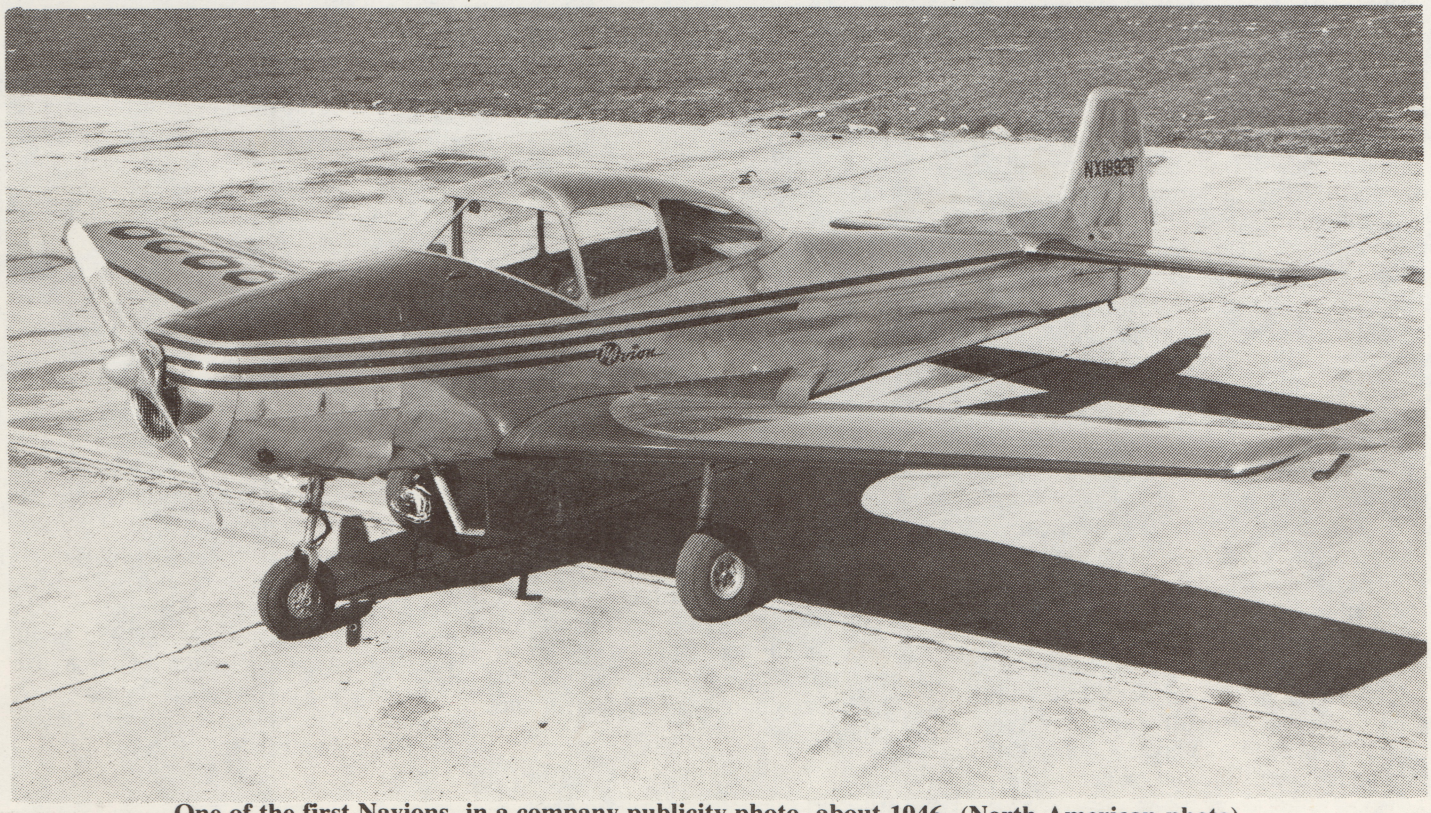
The Navion was introduced in April 1946, with either the Continental E-185-3 (185 hp) or E-185-9 (205 hp) engine. Approximately 1,100 aircraft had been built when, on April 15, 1947, the design and production rights and 280 aircraft on hand were sold to the Ryan Aeronautical Corporation. In the next four years Ryan offered the Navion in two versions: the Navion A, with the 205 hp Continental engine, and the Super 260, or Navion B, powered by a 260 hp Avco Lycoming G0-435-C2 engine. A total of 1,238 Navions were built by Ryan before production was halted in 1951 to concentrate on defense projects.

Over 80 Navions were purchased by the U.S. Army and the Air National Guard for use as liaison/observation aircraft. These were designated L17A (North American), L-17B (Ryan) or L-17C (North American, modified by Ryan). All L-17s had the 205 hp Continental engine.

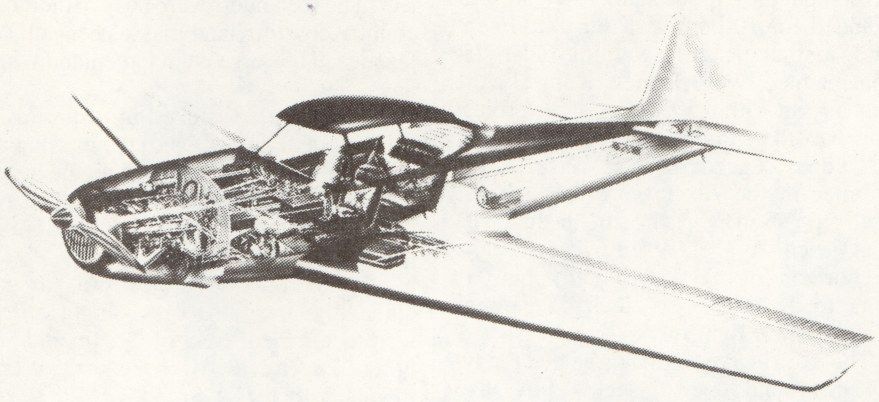
In the late 1950s the Tusco Corporation produced Navions D, E, and F, which were actually conversions, powered respectively by 240 hp, 250 hp, and 260 hp versions of the Continental 0-470 engine. In June 1960, Tusco flew the prototype of the Rangemaster, a five-place version with a redesigned fuselage, conventional doors, wing tip fuel tanks, and a 260 hp or 285 hp Continental engine. A total of 181 Rangemasters were built by Tusco and its successors during the period, 1961-1976.

One of the former L-17s, N4124K, belongs to one of the founders of the Yankee Air Force, Henry Partin of Ypsilanti. N4124K is a former L-17A, and was built by North American in 1947. Henry is still researching the airplane's history prior to the time he acquired it in September 1972.

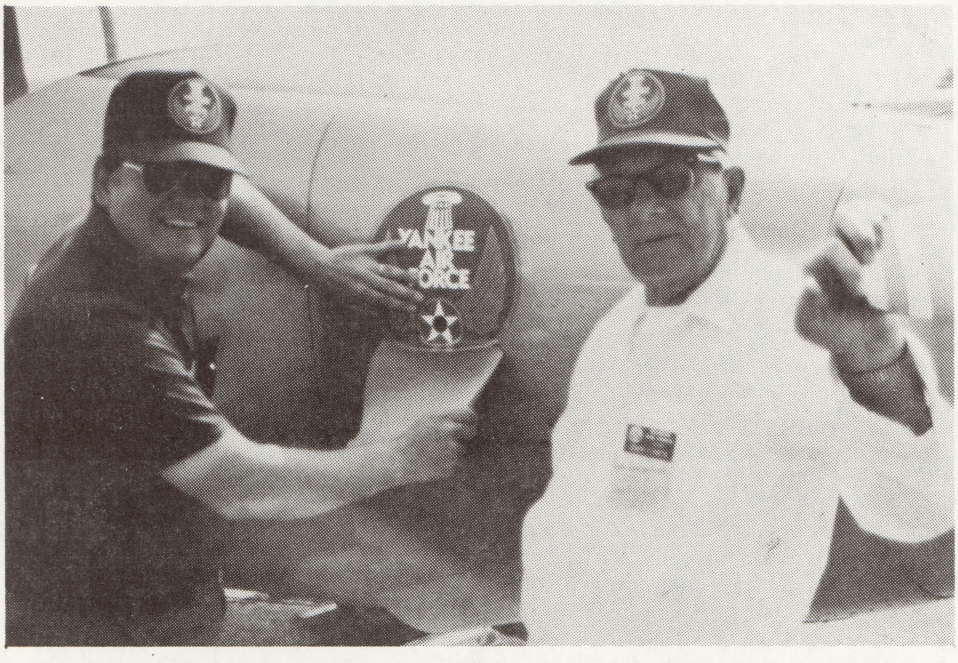
Shortly after taking possession, Henry began a restoration program with the help



One of the first Navions, in a company publicity photo, about 1946. (North American photo).



Cutaway illustration of N.A. 145 Navion, with a Continental 185 h.p. engine (North American).



Henry Partin (r) adds the Yankee Air Force insignia to N4124K at the 1983 Willow Run Air Show.

Henry Partin's Navion, N4124K, at the 1983 Willow Run Air Show. The access step forward of the wing was removed during restoration.

of Moody Larsen and Don Schimmel. Moody overhauled the hydraulic system and starter, installed the wheel yokes, and reupholstered the interior. Don overhauled the engine, performed necessary metalwork, and repainted it. During the restoration, a significant amount of weight was removed by replacing original equipment with lighter, modern equipment. The six-cylinder Continental engine was re-bored, and delivers a little more than the rated 205 hp. The aircraft also has auxiliary fuel tanks below the seats, and a 200 lb. baggage compartment, which is accessible from below the opened canopy. (Company literature says that the canopy can be opened in flight, but they don't mention the mess that it makes.)

Although originally from Tennessee, Henry learned to fly from a sagebrush field at the top of Cow Canyon, near Redman, Oregon. As a member of the Civilian Conservation Corps in the late 1930s, Henry moved from Tennessee to various CCC camps in the Northwest. After completion of a course in automobile and Diesel mechanics' training in 1941, he was sent to Redman. He soon found a job with Archie Chirp, an ex-barnstormer, who was spraying crops to control the Mormen Cricket. Chirp has two Stearmans; he used one for crop-dusting, and the other for instruction. Henry recalls logging around 12-15 hours of dual instruction, before he soloed. For the next 5½ months, he flew his share of spraying duties.

In 1943 Henry joined the U.S. Army, and shipped out to the Pacific with the 11th Airborne Division. During his service time, he made 26 parachute jumps, including three combat jumps with an artillery battery in the Philippines. After the war he was hired as an electrician at General Motors' Detroit Transmission Division. He spent 30 years with GM, moving with the division to Livonia, and then to the Hydramatic Plant at Willow Run.

Henry estimates he's logged about 2,000 hours at the controls of various aircraft. In addition to the Navion and Stearmans, he has flown the J-3 Cub, Luscomb, Stinson, T-34, and Piper 140. He is a member of AOPA, and the 82nd Airborne Association.

SPECIFICATIONS (L-17 NAVION)
Span: 33 ft. 5 in.
Length: 27 ft. 6 in.
Height over tail: 8 ft. 8 in.
Speed, Max: 163 mph
Cruise: 155 mph at 6,100 ft.
Landing: 54 mph (w/flaps)
Service ceiling: 15,600 ft.
Range: Normal: 500 miles w/aux. tanks: 750 miles
Weight, empty: 1,551 lbs.
Gross: 2,570 lbs.

by Jim Hanford

SEARCH FOR PLANES POLAR BEAR, SUN, COLD WINDS KEPT GRIFFIN MAN ON THE GO

By Carl Elmore

Griffinite John Neel says he'll be ready to go back to Greenland if and when the time comes.

Neel, 27, belonged to the 15-member Winston Recovery Team that travelled to the Arctic Circle with hopes of bringing home eight airplanes buried under polar ice since World War II.

All eight airplanes were located, but have yet to be recovered. If that opportunity comes, Neel said Tuesday, he hopes to take part.

The recovery project as Fayetteville airline pilot Russell Rajani's idea, Neel said. "Russ Rajani has been researching this thing for years," he explained.

R.J. Reynolds Tobacco Company bought Rajani's idea, called the team members "adventurers," and gave them the best equipment available. Reynolds is planning a Sept. 8 news conference in Atlanta to tell the Winston Recovery Team's story.

For Neel, an articulate yet soft-spoken native of Brooks, the Recovery Team's adventure meant 50 days living atop 600 meters of arctic ice where incredible winds, endless daylight, a polar bear, and the project itself kept him occupied.

A self-employed mechanic and sheet metal worker specializing in old airplanes, Neel had met team leader Rajani here. **"Airplanes have always been a thing with me," Neel said.**

Rajani invited him to join the Recovery Team "actually, only a month before we were supposed to leave." They left the United States May 31.

"We were provided with everything," Neel noted. Reynolds Tobacco sent six support team members and a medical doctor along with the 15-man Recovery Team.

Two B-17 bombers and six P-38 fighters were the object of the search. In 1942, the airplanes crash-landed together in Greenland after becoming lost in transit to Europe. The planes were abandoned, and buried by years of accumulating ice and snow.

Rajani's idea was that the aircraft were preserved by the ice and snow. He hoped to recover them intact.

Neel, said he had no idea what kind of weather to expect in Greenland, where summer is now concluding.

"I thought it was going to be like Pluto — extreme cold and constant wind. It was snowing when we stepped off the airplane, and that was a nice welcome," he smiled mildly.

Weather was a problem off and on throughout the trip, he said. The team was stranded for 10 days at Kulusuk, Greenland, a strategic early warning radar station manned by 13 Danes. Kulusuk, the only airport within 500 miles of the project site, was the team's staging area.

"It doesn't get dark there," Neel said of summer in the Arctic Circle where the earth's position keeps the sun up almost 24 hours each day. "The sun will dip below the horizon for maybe two hours, but you could read a book at 3 o'clock in the morning without a light on."

The team arrived at the projected recovery site around June 10, Neel said. A DC-3 equipped with skis made 10 transport flights from Kulusuk, delivering 30 tons of equipment.

Larry Seabolt of Fayetteville began a survey of the site, using specialized "sub--surface radar" to scan mapped-out grids for the lost World War II aircraft.

"We had absolutely no luck, it seemed like for the longest time," Neel recalled. In fact, after three weeks the radar specialists were scheduled to go home, and the entire team was dispirited.

The weather was sometimes "very atrocious," Neel said. "The temperatures were not what I expected. The temperatures were comfortable." But the arctic whiteouts and winds were worse than he thought possible.

Fog, snow, and wind could come together in a blinding combination known as a whiteout, Neel said, adding "During those whiteouts you could literally get lost and be within 100 yards of camp.

Wind storms, known in Greenland as pieterraqs (roughly pronounced peteract) were also a shock, Neel said. "That was probably the biggest thing that made an impression on all the team members." A 14-foot ice-block wall around the camp was constructed as a shield against the wind.

The pieterraqs generally started slowly and built up tremendous force. "We had several storms that were blowing, probably, at 100 to 120 miles per hour," Neel noted. The storms sometimes lasted 48 hours, leaving team members clutching their tents hoping not to blow away.

The wind picked up ice particles and hurled them "like being sandblasted with ice," Neel said. But the wind wasn't all bad, he added. At the onset of a pieterraq, team members sometimes rode three or four miles upwind from camp on snowmobiles and let the wind carry them back "wind-skiing."

Defeat seemed certain with the original radar team going home. "At this time most of the team members had gone home," Neel recalled.

But an Icelandic scientific team using sub-surface radar agreed to join the project. The Icelanders were busy in their own country charting land masses beneath surface ice. They arrived in Greenland within days.

The Icelanders picked up a promising echo immediately. One of the missing airplanes was confirmed within the week. Unfortunately, it was encased deeper in the impacted ice and snow than originally thought.

Days before the project was to conclude, the locations of all eight aircraft were confirmed. Neel of Griffin and Seabolt of Fayetteville were the last two team members there.

It had taken two months to find the planes. None of the aircraft were salvaged. "The general feeling is that they're deeper than we had expected," he explained. The original depth estimate was around 40 feet.

Neel returned to Griffin Aug. 13.

Reynolds Tobacco, at their Sept. 8 press conference, may say whether they'll sponsor a renewed salvage effort, Neel said. The head of the Icelandic radar team will be in Atlanta then to give his estimate of how deeply the planes are buried.

"It's been a fantastic adventure. I'm ready to go again," he concluded.

FOUNDERS DAY

We would like to thank all the people who helped make our Founders Day breakfast and party a success. Our thanks goes out to those people who volunteered their help for the day and to those who filled in where help was needed. Without your help it would not have been a success.

Putting a party does not begin and end with just the party.

What shall we serve? Where can we get this food at the best price? How much do we have on hand right now? There is the planning to make sure we have enough food on hand, but not too much. This comes under one category.

How much do we charge? Then come the numerous phone calls for help! How many people do we have to contact from the various committees for their help? Then the day before the party the cleaning of the hangar, bathrooms and the setting up of all the tables, chairs and work stations has to be done. Then the day of the party!! And last but not least the cleaning up after. So you can see this is a tremendous job which is being done by a small, very competent group of members paying their own way to the party besides working at it.

SO TO ALL YOU PEOPLE WHO ARE TALKING ABOUT, THANK YOU VERY MUCH!

Pat Wilkins and Audrey Ray

MICHIGAN AVIATION HISTORY

A little known piece of Michigans aviation history. "THE GREAT DOLE DERBY." May 25, 1927-HONOLULU STAR BULLETIN — "Jim Dole offers $35,000 for Coast-Honolulu Flight". "James Dole, President of Hawaiian Pineapple Co. of Honolulu and member of the National Aeronautic Assoc. offers $25,000 to the first flier and $10,000 to the second flier to cross from the North American continent to Honolulu in a non-stop flight. This offer by the man who is the great builder of the Hawaiian pineapple industry comes as a result of his belief that Charles Lindbergh's crossing of the Atlantic is the forerunner of eventual Trans-Pacific air transportation and Dole's desire to give practical encouragement to such transportation. "The prize will be known as the James D. Dole Prize."

MILDRED DORAN, first woman to attempt a trans-oceanic airplane flight, was 22 years old, attractive, and a grade school teacher in Michigan. Born in Flint, her father was an officer of the Lincoln Petroleum Products Company of that city. At a social gathering she expressed her wish to be the first woman to fly the Pacific in the publicized Dole Race. W.F. Malloska, president of the company for which her father worked and an old friend of the Doran family, overheard her and offered to accept the challenge. Being fond of Mildred, he offered to provide the plane, and all of the expenses. Mildred, not realizing the seriousness of the situation was overjoyed and thrilled. Little did she know that this great adventure of her young life would result in tragedy.

Race officials established the starting date as August 16, 1927. John A. Pedlar, known as "Augie" among fellow aviators, was selected as pilot for Miss Doran's transpacific plane by the flip of a coin. The selection of pilots narrowed down to two and the other fellow drew "tails". He was the pilot of the Buhl Airsedan, built in Detroit, and equipped with a Wright J5-C engine.

AUGUST 16, OAKLAND COUNTY AIRFIELD. The date of the race. At precisely 12:33 the Buhl Airsedan, named "MISS DORAN" took off piloted by John Augie Pedlar, with Mildred Doran as passenger and Lt. V.R. Knope as navigator.

The red, white and blue biplane lifted into the air after only about a 3,000 foot run. At the 4,500 foot mark it had reached an altitude of 300 feet. Moving over Alameda, it climbed steadily with easy grace and disappeared from sight. The MISS DORAN returned to Oakland at 12:45.

Pedlar made a graceful landing showing real piloting ability and taxied back to the starting line. Pedlar stepped out of the plane, saying his return had been caused by engine trouble at an altitude of 800 feet. Miss Doran, the only woman in the race, was escorted from the plane. She seemed calm, not unerved, but disappointed. It took over an hour to replace the spark plugs of the planes balky Wright Whirlwind. Pedlar ran up the engine and pronounced it ready for another try. Mildred Doran returned to the Detroit plane, the Michigan school teacher was cheered by the crowd as she stepped from the automobile.

The comely miss, attired in a natty olive drab flying costume with Sam Browne belt, golf stockings and helmet, stepped into the plane named for her, confidently smiling and waving to the viewers. Pedlar, wearing his weather-beaten straw hat, and Knope looked grim, as though they realized the responsibility their pretty passenger had placed on their shoulders. The blocks were pulled from beneath the wheels of the plane: Pedlar ran up the engine and taxied out. The plane lifted off the runway once again, at 2:30 P.M. and headed out over the sea. Later, an airplane believed to be the Miss Doran passed over the Farallone Islands, about 30 miles west of San Francisco, at 3:03 p.m.

The plane was invisible on account of the fog. MISS DORAN with all on board never made it to Wheeler Field, Oahu. It was lost with all aboard, and no wreckage was ever found in the vast waters of the Pacific. Naval vessels searched an area of 54,000 square miles to no avail. A heartbroken Bill Malloska returned by surface vessel to the mainland, and returned to Flint. What follows next is the chronology from a few days previous, during the race, and following the landing of the successful airplanes in Hawaii, plus the unknowing, the tense filled hours of the Doran Family, waiting for news of Mildred Doran.

TWO RACE PLANES UNDERGO REPAIRS — UNDERCARRIAGE OF FLINT PLANE BROKEN IN TEST FLIGHT IN CALIFORNIA - SAN FRANCISCO - (AP). AUG 6.

One of the fifteen planes entered in the forthcoming James D. Dole $35,000 air race from the North American mainland to Honolulu today was undergoing repairs as a result of test flight accident which for a time led to belief that the fliers were lost. One plane was that which Mildred Doran, Michigan school teacher, and John A. Pedlar, of Flint, Mich. have entered in the race. Miss Doran and Pedlar were forced to land a few miles west of Mendota Cal. on a flight from Santa Monica to San Francisco, about 500 miles when a spark plug began giving trouble. They fixed the spark plug, but broke the undercarriage in taking off a second time.

READY TO BEGIN 2,400-MILE HOP ACROSS PACIFIC, SIGNAL TO BE GIVEN AT NOON, PACIFIC COAST TIME (3 p.m. E.S.T.): ISLAND OF OAHU DESTINATION OF FLIERS — FOG MENACE TO BE FACED — WEATHER MAN HAS DISCOURAGING REPORT ON CONDITIONS AT TAKE-OFF; RUNWAY IN GOOD SHAPE FOR STARTERS. (A.P.)

Municipal Airport, Oakland, Cal., Aug. 16 — Nine airplanes in the first trans-oceanic aerial derby, were at the starting post here today, awaiting the signal that will send them away over the vast Pacific to the target of the island of Oahu, 2,400 miles out. The goal is Wheeler field, at Schofield Barracks, Hawaii. A few miles outside of Honolulu. The stakes are the two prizes of $25,000 and $10,000 offered by James D. Dole of Honolulu. Post time was noon Eastern Standard Time. Nine planes are ready.

COLORFUL NAMES: Spectators have been keenly interested in the first woman to start across the ocean toward the island goal. Miss Mildred Doran, the "flying school teacher of Flint, Mich., garbed in her man's uniform of olive drab decorated with Sam Browne belt and numerous insignia has attracted attention when she appeared on the field to pose with her pilot, John "Augie" Pedlar, of Flint, and navigator Lieut. Villas R. Knope, naval air navigator of San Diego.

The names of the planes entered in this classic were no less colorful than the race itself, there was the Aloha, El Canto, Spanish for "The Charm": Dallas Spirit; Air King; Pabco Flyer; Woloroc; an Indian good luck name; the Golden Eagle; Oklahoma; and the Miss Doran.

FLINT'S ONE ENTRY BELIEVED CLOSELY TRAILING GOEBEL.

Pilot of Woolarac Reports His Position Regularly by Radio Pedar Seen Near Him at Mid-Ocean.

LAST REPORT INDICATES 500 MILES REMAINING.

Early Morning Reports Put All Four Ships Approximately Half Way at 5 A.M. **BULLETIN** Wheeler Field, Honolulu, Aug. 17. — (A.P.) The Dole flight plane Woolaroc, reported by the steamship City of Los Angeles at 8:59 Pacific time as 491 miles from this city, was expected by aviation officials to alight at Wheeler Field about 11:30 a.m. (Pacific time.) Eight planes took off from Luke Field, used by the Army and Navy in Pearl Harbor, to escort the Dole fliers to land. — The first flight casualty occured when a field ambulance moving into place beside the field, ran over three soldiers sleeping, the ambulance immediately rushed the soldiers to a hospital.

(Continued in December Issue)

PLANE PORTRAITS

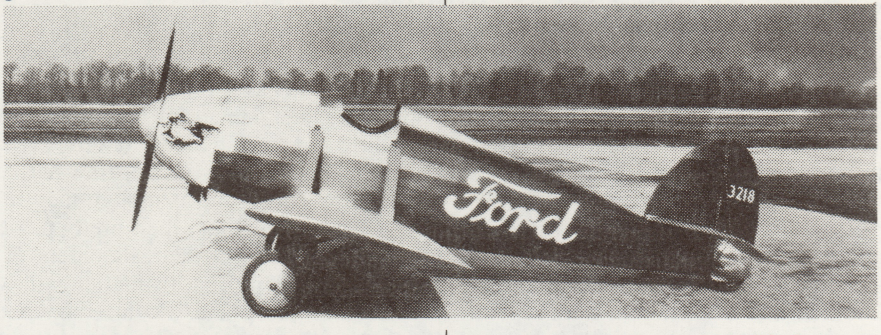
by Robert F. Pauley

The Ford Motor Company made aviation history during World War II when B-24 Bombers were built in large numbers using an automotive assembly line concept. Airplanes, of course, are a part of the past history of the Ford Motor Company but most people only remember the production airplane, the Ford Tri-Motor. Over 200 of the famous Ford 4-AT and 5-AT Tri-Motors were produced by the Ford Aviation Division beetween 1926 and 1933. During that period of time the company also built a number of experimental airplanes and one of the most interesting was the Ford Model 2A Flivver''. Very similar to many of the homebuilt airplanes being built today, the "Flivver" was an early pioneer of the single-place ultra-light personal airplane concept.

The "Flivver" was conceived in early 1926 when Henry Ford suggested to Bill Stout, who was responsible for the design of the Tri-Motor, that they build a small single-place airplane that anybody could fly - a Model "T" of the air. Stout, however, felt that a two-place design would be more practical since you could teach the new comer to fly his own airplane. Ford disagreed with Stout's philosophy and so brought in an outsider, engineer Otto Koppen, who worked on the project in secrecy behind locked doors completely separated from the Tri-Motor activity. The "Flivver" was virtually a hand-made product, much like today's homebuilt airplanes, and was built by James Lynch under the direction of Koppen. Koppen, incidentally, renamed active in aviation and is responsible for the present STOL Helioplane. The "Flivver" made its first public appearance in August 1926 at the Ford Airport where the Ford Reliability Tour was being held. It was a chubbly little airplane with a wingspan of 21'9'' and a length of 15'6''. Of all wood construction with fabric covering it made use of the Gottingen 387 high-lift airfoil in its cantilever wing. The power plant was a three-cylinder French Anzani engine of a questionable 36 h.p. The color scheme was dark blue for the fuselage with silver wings and the name "Ford" written in the familiar flowing script in white on both sides of the fuselage. The registration number was N-268.

Test flying of the "Flivver" was the responsibility of Harry J. Brooks who was the Chief Test Pilot for the Ford Aviation Division. After completing the initial test program Brooks used the little airplane to commute regularly between his home on a farm in Southfield and the Ford Airport in Dearborn much like a ground-based commuter would do in a Ford Model "T" automobile. Inspired by the success of the "Flivver'' the company decided to build a second version specifically to try to break the world's long-distance record for lightplanes weighing between 200 and 400 kilograms (approximately 440 to 880 pounds) empty. The new version of the "Flivver", carrying registration number N-3218, was more streamlined than the original version and had a greater wing span braced by wing struts and a longer fuselage. Mounted in the nose was a special Ford built two-cylinder opposed air-cooled aircraft engine that used parts from a Wright Whirlwind engine as an economy move. This engine had a displacement of 143 cubic inches and weighed 118 pounds and although it was rated at 40 h.p. it actual put out only about 26 h.p. This, however, was enough power to lift the new "Flivver" plus the pilot and 50 gallons of fuel into the air for the record attempt.

The original Ford Flivver, license number N-260, was powered by a 36 H.P. three cylinder air-cooled Anzani engine. The airplane is currently on display at the Henry Ford Museum in Dearborn, Michigan.



The second model of the Ford Flivver, license number N-3218, in which Ford test pilot Henry Brooks lost his life in an accident on February 25, 1928 at the age of 25.

Harry Brooks took off from the Ford Airport in the new "Flivver" on January 24, 1928 with a gross weight of 1008 pounds and headed for Miami, Florida. Henry Ford, who had taken a fatherly interest in young Brooks, was present at the airport to see him off. Along the route Brooks ran into bad weather and was eventually forced to land in Asheville, North Carolina, thus cutting the long flight short. A second attempt was made on February 21, 1928 when Brooks took off with 52 gallons of fuel aboard. This time Edsel Ford bid Brooks "goodbye" at the Ford Airport while Edsel's father, Henry, waited to greet the young pilot upon his arrival in Miami. Again Brooks ran into trouble and had to cut the flight short when the airplane developed a leak in the fuel line. This time Brooks made it as far as Titusville, Florida (near the present day Cape Canaveral Space Shuttle launch site) after having flown 1010 miles and consuming 42 gallons of fuel. When landing on the beach at Titusville the propeller was damaged and so Brooks was not able to continue on to Miami even though he had repaired the fuel leak. Four days later a new propeller arrived, was installed, and Brooks took off for the short hop to Miami. Not long after take off he was seen passing over Melbourne apparently looking for a place to land, and he was last seen heading out over the ocean when the "Flivver'' nosed down into the water. Several days later the wreckage of the airplane was washed ashore but the body of Harry Brooks was never found. Investigation of the wreckage revealed a matchstick plugging the fuel cap vent hole which apparently caused fuel starvation. This probably had been done by Brooks himself to prevent wind-blown sand fron getting into the fuel tank when the "Flivver" had been parked on the beach. Henry Ford was very upset over the loss of his favorite pilot and immediately stopped all work on any future small airplanes. In late 1928 the original Anzari powered "Flivver" was given to the Henry Ford Museum in Dearborn where it can still be seen on display. As well as one of the Ford two-cylinder aircraft engines. It has remained there to this day as a lasting tribute to Harry Brooks and his pioneering efforts to develop a Model "T" of the air.

TALE SPINS

By Jack B. Stankrauff

The following was found in the aviation archives . . .

The term, "Ace," was slang French for a sporting star at the turn of the century. When aviators of the belligerant nations flexed their aerial muscles during World War I, ace was bestowed on pilots with usually five or more aerial victories. Germany's Manfred von Richthofen downed 80; France's Rene Fonck scored 75; Britain's Mick Mannock, 73; Italy's Maggiore Baracca, 34; Russia's A.A. Kazakov, 17; and the United States' Eddie Rackenbacker, 26.

World War II elite fighter pilots were also legends: Germany's Erich Hartmann, 352 kills; Britain's M.P. Pattie, 41; Japan's Hiroyoshi Nishizawa, 101; Russia's Ivan Kozhedub, 62; and U.S.'s Richard Bong, 40.

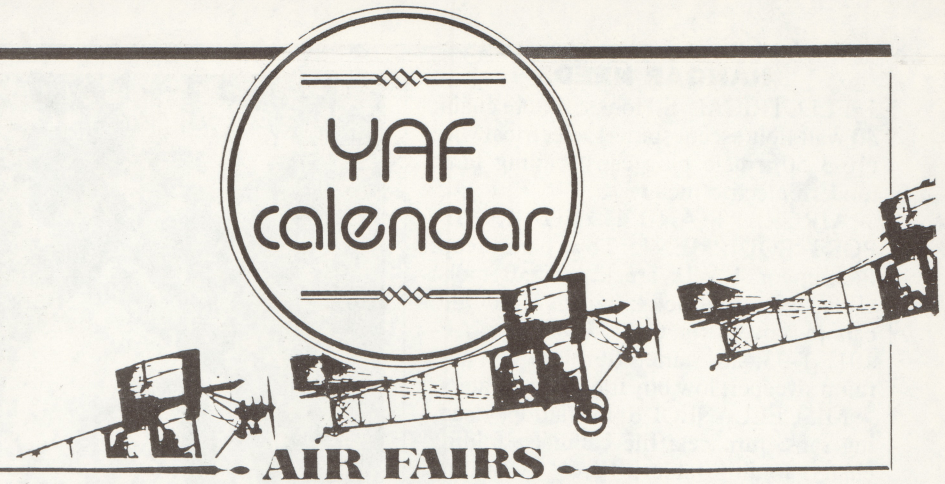
General Billy Mitchell flew the Duke of Windsor over German lines during World War I in a Spad-Type 16. This Spad model was sometimes equipped with the first generator powered by a small wind-driven propeller.

American Rocket pioneer Robert Goddard offered all of his research and development papers as well as his patents to the U.S. Army and Navy in 1940. Both services refused his offer, saying? ". . . we don't think rockets will play any part in this war . . . this war will be fought with the trench mortar." All this before the German V-1s and V-2s, not to mention the great air and sea battles all over the globe!

A mistake led to the heavy bombing (Blitz) of London and consequently, Berlin. On August 24, 1940, two German bombers lost their way enroute to targets at Rochester and Thameshaven and mistakenly dropped their bombs on London. The RAF made reprisal raids on Berlin causing Hitler to retaliate with raids in strength on London.

On August 27, 1941, a British Hudson sighted a U-Boat off Iceland. Later attacks by several Hudsons forced the U-Boat to surrender. It was watched by circling Hudsons and Catalinas until a destroyer arrived to take her in tow. The British lost no time in evaluating her cryptographic gear. The Royal Navy put the U-Boat in service as the H.M.S. Graph.

Germany had an aircraft carrier, Graf Zeppelin, abuilding during World War II. Construction delays, Allied bombings, and material shortages led to her being scuttled in the war's closing months. Interestingly enough, specially-modified Me 109s were to be used aboard this carrier.



AIR FAIRS

COMING ATTRACTIONS

NOVEMBER

2 Willow Run Div. Membership Meeting — 7:30 (WR)
2 Northeast Division Membership Meeting — 7:30 (NE)
2 Deadlines for Newsletter articles & filler items.
9 Mid-Michigan Membership Meeting — 7:00 (MMD)
9 Deadline for items to be listed in Board Meeting Agenda
11 Veteran's Day
16 Board Meeting — 7:30 (WR)
17 YAF Explorers Meeting — 7:30
21 200th Anniversary of First Manned Flight (Balloon)
22 Wisconsin-Illinois Board Meeting
23 Mid-Michigan Board Meeting — 7:00 (MMD)

NOTE: The movie "The Right Stuff" is now playing at local theatres.

DECEMBER

7 Willow Run Division Membership Meeting — 7:30 (WR)
7 Northeast Division Membership Meeting — 7:30 (NE)
7 Deadline for Newsletter articles & filler items.
14 Mid-Michigan Membership Meeting — 7:00 (MMD)
14 Deadline for Board Meeting Agenda
15 YAF Explorers Meeting — 7:30
17 80th Anniversary of Wright Brothers first flight. (All rise and face Kittyhawk, N.C.)
21 Board Meeting — 7:30 (WR)
25 Christmas 1983
27 Wisconsin-Illinois Board Meeting — (WID)
28 Mid-Michigan Board Meeting — 7:00 (MMD)

Bandleader Glenn Miller first volunteered for a Navy commission in 1942. The Navy rejected his application, saying he had not established himself in the music profession. Later, the Air Force accepted his application. Miller was too old to be drafted and despite his wealth and fame, he felt he should serve his country.

The Douglas-built C-47 performed admirably and served the Allies well during World War II. In fact, the Japanese even used some captured C-47s. Over 1,900 C-47s were supplied to the Britis (who called it the Dakota). General Sir Bernard Montgomery had a Dakota for his personal transport. C-47s served airlines and the world's military air forces during the post-war years, too.

The ill-fated Luftwaffe attack (codenamed Bodenplatte — Ground Plate) on January 1, 1945 against fifteen Allied airfields in France, Belgium and Holland destroyed some 800 aircraft, but used up all of Germany's reserve force at a cost of 150 planes.

To reduce the giant C-5A transport's exposure to enemy fire while on the ground during the Vietnam War, tank drivers were carried aboard the planes. After landing and during taxiing, most tiedown chains were removed from the tanks. Drivers started their tank engines as the plane's massive cargo doors opened. Then they drove down the ramp. The unloading procedure took about seven minutes. Heavy armor was thus air-lifted directly into a combat zone.

HANGAR NEEDS

ELECTRICAL: S-Hooks; fixture chain; 40 watt flourescent starters; electrical wire (16-3 50); male plug caps; ceiling fans; modern electric meter.

AIRCRAFT AND HANGAR SUPPORT EQUIPMENT: Tow bars; Jeep; Pick-up or 4 WD Truck; aircraft tools; C-47 wheel chocks; windshield and canopy covers for C-47, F-86, F-84, F-101, T-33; air starter (turbine) for jets; ramp sweeper; low boy trailer; preheaters.

MISCELLANEOUS: Insulation; cleaning rags; furnaces; file cabinets; folding chairs; folding tables; 4''-6'' swivelling casters; stencil kits; popcorn machine; burglar alarm; 16mm (sound) movie projector; portable cassette recorder, w/ on/off switch on hand held microphone.

MAINTENANCE EQUIPMENT: Band saw; drill press; sheet metal break; electric sander; industrial floor scrubber, portable air compressor; spray paint gun; arc welder; metric tools; acetyline torch; propane torch; video recorder and camera; snow shovels; oil drip pans.

SNOW PLOWING

With winter coming, we need volunteers with snow plows to clear up our ramp and parking lot. We are responsible for our own snow plowing and if 3 or 4 people volunteer, no one person will have to do it each time. To volunteer, please call Frank Modlinski.

MEMBERSHIP LISTS BY AREA

Member lists are available at the Y.A.F. office. Members are listed by area. This will facilitate possible car-pooling by members, to work on projects or attend events together. Get acquainted with those members in your area.

JOHN'S SALVAGE COMMITTEE SCRAPS OUT

John Spellich is heading up a scrap drive to raise funds. Please bring all newspapers (no shiny or magazines), pipes, metal of any kind, batteries or other items which have a salvage value, to the hangar on Monday, Wednesday, or Friday. The proceeds go to the Hangar restoration fund.

Charlie Greenwald

Some YAF members can still wear their uniforms!

AIRCRAFT ON DISPLAY AT WILLOW RUN

The following aircraft are all on display or undergoing restoration at the Yankee Air Force Museum at Willow Run.

AD-4 NA Skyraider, (USN/USAF-1952) North American.

AT-6 Texan, (USAAC) North American (2).

B-52D Stratofortress, (USAF/SAC) Boeing.

BT-13 Valiant, (USAAC) Vultee

C-47B Skytrain, (USAAC-1945) Douglas Ercoup.

F-86D Sabre, (USAF-1955) North American.

GB-2 Traveller, (USN) Beech ''Staggerwing''.

Navion (USN-1949) North American.

PT-19 Cornell, (USAAC) Fairchild.

PT-23 (RCAF) Fairchild.

RF-84K Thunderflash, (USAF-1955) Republic.

RF-101 VooDoo, (USAF) McDonnell.

SNB-1 Kansan, (USN) Beech.

SV-4C Stampe, (FAF-1953) Nord.

YAF NEWS ADS

In our continuing efforts to expand this publication, we are seeking additional advertisements to help defray the costs. If you or a company you know of would like to advertise in the YAF News, please call John Syler, Dennis Norton or Frank Modlinski. We will design and set up the ads. Ads can be run once or on a monthly basis, with discounts given for larger size and/or 1 year contracts. Please help the YAF News expand and please support our advertisers.

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